

New Coal Rule Is Directed at All Luxuries
Army, Navy, Ship and Fuel Chiefs to Curb Non-Essentials
Will Release Labor For Necessary Work
Projected Classification Places Food Industries First

WASHINGTON, Feb. 20.—A new classification of fuel needs, which eventually will operate to curtail non-essential industries, is now being formulated by representatives of the War and Navy Departments, the Shipping Board and the fuel administration, according to an announcement made to-day by Dr. Harry A. Garfield.

The new preferential classification will take precedence over the list of preferred consumers appended to the fuel administration order issued by the fuel administration on January 17. It will vary from this classification only in being more complete and in appraising fuel needs according to revisions of supply requirements prepared by the several departments of the government.

The new classification will include four main divisions, as follows:

- 1.—Fuel needs of food industries, railroads, domestic consumers and public utilities.
- 2.—Shipbuilding and other industries engaged in the manufacture of essential equipment, such as farm implements, mining and oil drilling machinery and munitions.
- 3.—Industrial plants manufacturing peace-time necessities.
- 4.—Industrial plants manufacturing luxury products.

Coal will be distributed to consumers in the order of their classification in the foregoing divisions, it was stated by the fuel administration. There may be further preferences arranged within the divisions to meet the changing needs of the supply departments of the army and navy. This will be particularly the case in the second division of the fuel need classification, it was stated.

Already there is practical over-production of munitions of certain kinds, it was said, and to permit industrial plants to continue unabated the high pressure manufacture of these materials, which has been in progress the last several months, would be useless, it was pointed out, for there is no tonnage to move the materials overseas.

In consequence, it is considered probable that in conserving fuel and in speeding up shipbuilding certain industries ordinarily classified as essential will be gradually closed down. These suspensions and the other curtailments to be effected under the new classification of fuel needs will enable both fuel and labor to other more necessary consumption channels.

One of the first curtailments under the new fuel need classification will be the glass industry, it was said at the fuel administration to-day. Arrangements already have been consummated with the entire glass industry to curtail production to reduce its fuel consumption during the next year. This arrangement has been anticipated so that it became effective September 1, 1917.

The distribution plan, Dr. Garfield said to-night, will prevent a recurrence next year of this winter's coal shortage.

"The fuel administration takes the position," he said, "that no fuel must be used to manufacture any greater quantity of finished products than will be needed this year, that factories cannot be permitted to consume more fuel and labor to manufacture a surplus of products to be piled up for sale next year."

Carrying on Conferences
The fuel administration is carrying on a series of conferences covering all industries which use large quantities of fuel with a view to learning the requirements of each line during 1918. The industries themselves are playing a leading part in these discussions.

The aim is to arrive at a percentage of production which, in the circumstances, will be satisfactory to the manufacturers and their workmen, but which will not represent a consumption of fuel for the manufacture of supplies not needed during the current year.

"It is through this system of scientific limitation, together with large economy in the methods of using fuel, that the fuel administration expects to supplement the production of coal this year," it is hoped, as the railroads strengthen their facilities, that it will be possible to mine and transport a larger quantity of coal this year than last, but it is through the methods of reducing consumption that a repetition of this year's shortage is to be absolutely prevented."

Lawyer Admits Fraud in Will of Artist Ranger
Drew Up Spurious Document at Request of Decedent's Sister, Says Affidavit

The contest over the will of the late Henry Ward Ranger, the landscape painter, who cut off his sister, Miss Edith F. Ranger, and left his estate of \$213,000 to the National Academy of Design, as a fund for American artists, took a new and startling turn yesterday.

Martin W. Littleton, attorney for Charles Henry Phelps, executor of the will, filed affidavits in the Surrogate's Court, alleging that the later will, which Miss Ranger said was made in her favor, had never existed—and was merely struck off on the typewriter in the law office of Charles W. Wexler, in Stamford, Conn., in the presence of Miss Ranger and others.

According to affidavits by Wexler, the will was drawn up at the behest of Miss Ranger and her attorney, Charles W. Wexler. Wexler says that he was document because he told him that while it might not be a legally proper proceeding, it would be right morally, since Mr. Phelps was trying to cheat his client out of her just share of the Ranger estate.

When Mr. Ranger's will was filed, his sister filed a contest. She failed to go on with this contest, and the document was probated. Later, she moved to reopen the probate proceedings, and then asked permission to file additional affidavits and a copy of a new will.

Later, Miss Ranger withdrew her motion to file the copy of the new will. In his affidavits, filed yesterday, Mr. Littleton attempts to prove that an effort was to have been made to prove that Mr. Ranger left his sister his entire estate, by submitting the copy of the will and charging that the original had been destroyed by Mr. Phelps.

According to Wexler, the second "will" came into being when a friend, one R. H. C. Cunningham, came to him as an agent of Meyer, Mr. Ranger's lawyer, and arranged for a meeting between the two lawyers and Miss Ranger in a Stamford hotel.

There, he says, Meyer informed him that he desired from him an affidavit to the effect that he had attended to the execution of Mr. Ranger's second will. Wexler says that he refused, whereupon, he alleges, the other said that while it was not legally right, it was right morally, "as Phelps was trying to cheat Miss Ranger out of her rights."

He then quotes Meyer as saying: "If the other side knew a copy existed they would throw up their hands and cry for mercy." It is also alleged that he promised to reward Wexler "handsomely."

Wexler says that he then wrote the will on his typewriter, as dictated by Meyer, destroyed the original, kept one copy and gave the other to Miss Ranger as a memento.

Mr. Littleton yesterday obtained an order from Surrogate Fowler directing Miss Ranger to appear on Monday and show cause why the whole affair should not be reopened.

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Austrian Socialists Demand Peace; Germans Plan Munitions Strike

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German troops have already passed through the Estonian town of Werder, on the coast of Bol Sound, and only about sixty-five miles south of Reval, the chief Russian naval base on the southern shore of the Gulf of Finland. It is clear that the Germans have established communication between Moon and Oesel islands, from which the Bolshevik forces were ousted in the last campaign, and the Estonian mainland. Scandinavian dispatches say the German plan is to seize all of Estonia and Livonia, simultaneously extending their naval operations to the Finnish coast.

Advance From Dvinsk
North of the Dvinsk region the Germans have advanced more than twelve miles since yesterday along both sides of the Riga-Petrograd railway. Bolshevik forces seem to have made some attempt at resistance at Inzen, north of the railway, but this was soon overcome. From the great Fortress of Dvinsk itself Hoffmann's battalions, among which are many cavalry units, pressed north to the eastward.

All along the vast stretch from Dvinsk southward to Lutske, which lies near the Galician border, Teuton commands took up the march and met with comparatively no opposition. Lutske has already been left in the rear and the Germans are nearing Rovno, one of the triangle of fortresses from which General Brusiloff thrust his great offensive of 1916.

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At the same time Austro-Hungarian forces are moving forward, but the Vienna official statements are careful to point out that their mission is merely that of occupying Austrian territory evacuated by the Russians. Last week, given up by the Russians last week, has now been taken over by the Austrians.

129 Stricken by Mysterious Gas
Workers in Loft Building Made Ill and Army Officers Investigate

Army intelligence officers, the Health Department and the New York police are investigating the illness of 129 men and women who work in the twelve-story loft building at 115 West Thirtieth Street, where two uniform manufacturers are working on orders for the United States government. The illness of the employees is said to have been caused by fumes of mysterious origin. One of those stricken is in Bellevue Hospital under observation.

On Tuesday afternoon a load of two hundred bolts of nine drapery material was delivered to the Progressive Uniform Company, which occupies the ninth floor of the building. The goods came from a sporting establishment on Sixth Avenue. John Ford and William McAllister, who carted the stuff up on the freight elevator, were taken ill late that afternoon and had to go home.

Added mystery is given the situation by the fact that the fumes manifested their effect only on the floor above that occupied by the uniform company where the wool was stored. Late Tuesday afternoon employees on the three floors above complained of nausea, chest, a peculiar metallic taste in the mouth and a burning in the back of the throat. Some of them were seized with violent attacks of coughing.

But it was not until yesterday that any serious complaints came. About 3 o'clock in the afternoon twenty-four girls who work in the top of Lawrence, Freiman & Schulhoff, shirt-makers, on the tenth floor of the building, were taken ill. On the floor above, where Lene & Gensburg manufacture ladies' dresses, thirty operators, men and women, had to quit work. On the twelfth floor, occupied by Freiman & Rosen, seventy-five of the two hundred employees were unable to continue at work, and the shop was closed for the day at 4 o'clock.

At about 3 o'clock a call was sent to the police station across the street. Patrolman John Fleming, who was sent over, turned in a call for an ambulance, which came to the building from the New York Hospital. On it was Dr. Weintrob, of the hospital staff, who attended some of those who were ill.

Shortly after this, Dr. H. J. Blumenshohn, an inspector for the Board of Health, hurried to the building in response to a call to his department. He had been on the twelfth floor but a short time, when he complained that he, too, felt ill.

Neither Dr. Weintrob nor Dr. Blumenshohn are able to determine the nature of the fumes, which had a peculiar, faint and scarcely discernible odor.

U-Boats Get 15 British Ships in Week
LONDON, Feb. 20.—British merchantmen sunk by mine or submarine in the last week numbered fifteen, according to the Admiralty statement issued to-night. Of these twelve were of 1,600 tons or over and three were under that tonnage. One fishing craft was also sunk.

These figures show a drop in the German submarine effectiveness, though a slight one. In the week preceding, during which the record was the highest since January 5, nineteen British merchantmen were sent to the bottom, thirteen of them above 1,600 tons and six of them smaller vessels.

The arrivals at ports in the United Kingdom for the week numbered 2,522; sailings, 2,393. Eight vessels were unsuccessfully attacked.

More Shipping Now Available For the Allies
WASHINGTON, Feb. 20.—Overseas ship tonnage available to America and the Allies passed its low point about February 1, several weeks earlier than shipping experts had predicted.

Officials believe the upward curve will continue until the war is ended.

Low Mark Was Passed February 1, Experts in Washington Declare
WASHINGTON, Feb. 20.—The first American built battleships are en route to France, nearly five months ahead of the original schedule.

In making this announcement to-night, Secretary Baker said the first shipment, although in itself not large, "marks the final overcoming of many difficulties met in building up this new and intricate industry."

"These 'planes,' Mr. Baker said, "are equipped with the first Liberty motors from machine production. One of them, in a recent test, surpassed all records for speed and climbing for 'planes of that type. Engine production, which began a month ago, is now on a quantity basis, and the peak of production will be reached in a few weeks. Only the twelve-cylinder type is being made, as developments abroad have made it wise to concentrate on the high powered engine instead of the eight-cylinder."

Optimistic as these statements appear, the Secretary said they should not be exaggerated and should be considered in the light of these facts:

That, after three years of warfare, the total number of 'planes' able to take the air at any one time on either side of the Western front has not been more than 2,500.

That forty-six men are required on the ground for every 'plane' in the air, making a total of 115,000 men needed for the present maximum of 2,500 'planes.'

That for every 'plane' in the air there must be two replacement 'planes' on the ground, and one training 'plane' for every pilot who eventually reaches the front, with a spare engine for each 'plane.'

After reviewing the many obstacles that had to be overcome in getting aircraft production under way, Mr. Baker said the great problem now remaining was to secure the thousands of skilled mechanics, engine men, motor repair men, wood and metal workers, etc., needed to keep the 'planes' in perfect condition, and without which the machines turned out even would be useless and the fliers helpless.

"At best," said the Secretary, "the life of a 'plane' is but two months, and the engine must be overhauled after seventy-five hours, while a 'shot' on a 'plane' allows it to leave the hangars in imperfect condition as is helpless as a bird with a broken wing."

"Now that American battleplanes are going overseas in great numbers in the volunteer corps, skilled mechanics are both essential and expected."

During the past months Mr. Baker said a responsive channel of communication with the Allies has been opened, and that types of foreign machines have been adapted to American manufacture, the industry increased at least twenty-fold, the training 'plane' problem solved, and the production of battleplanes begun.

American battleplanes were not due in France under the original schedule until July.

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Two Die in Fire In Barracks of Salvation Army
Two men are known to have lost their lives and at least one is missing in a fire which wrecked the Salvation Army building, at 126 and 128 Fourteenth Street, early this morning.

The bodies of the two men were found by firemen on the second floor of the building, near the fire escape. They had evidently tried to reach the escape from either the third or fourth floor, where they had been sleeping. They were burned beyond recognition.

One hundred and twenty other men and women, students at the Salvation Army Training College, were rescued in their night clothing by firemen and soldiers. They were carried down the fire escapes and ladders and taken across the street, where they were sheltered in the armory of the 9th Coast Defence Battalion, the men of which aided in saving them.

The fire was discovered shortly after 1 o'clock. Those on the top floor of the building had been awakened by the smoke and the noise of the crackling timbers. Rushing to windows overlooking Fourteenth Street they shouted for help.

By the time the first fire companies arrived the interior of the building was a mass of flames.

Escape by the stairways was cut off and the firemen lost no time in raising extension ladders to a level with the fourth floor windows.

In the armory across the street there were close to a thousand soldiers quarantined. They helped to bring the badly frightened men and women to the street. At the same time the Red Cross division attached to the battalion prepared first aid for those overcome by smoke.

The cause of the fire is unknown. A night watchman reported he had passed through the building at 1 o'clock and seen no traces of it. Fifteen minutes later the building was like a furnace.

The three men missing were known only as Anderson, Matthews and McCormick.

White Sulphur Springs, W. Va.
The Greenbrier. Open all the year. Wonderful curative waters. Ideal time for the cure. Adm.

Big Guns Foil German Attack On U. S. Trenches
Enemy Is Discovered in No Man's Land and Driven Back With Losses

WITH THE AMERICAN ARMY IN FRANCE, Feb. 20.—The Germans again attempted a raid against the American lines last night, but the raiders were discovered, and the artillery, responding to the rocket signals, laid down a heavy barrage almost instantly.

The Germans' path back to their line was marked by red lines.

During the night a machine gun bullet killed an American private.

Enemy planes flew over the entire position repeatedly to-day. One American machine, in a dash over an enemy trench, sprayed it with machine gun bullets.

Peace in East Must Have Polish Approval, Says Great Britain
LONDON, Feb. 20.—The British government has instructed its agent at Kiev to make the declaration that Great Britain will not recognize any peace in the East which involves Poland without a previous consultation with Poland.

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H. Dreth K. Bloodgood Dies as His Dogs Win
A damper was thrown on the dog show in Madison Square Garden last night when it became known that H. Dreth K. Bloodgood, one of the oldest executive members of the American Kennel Club, had died at his home, 168 West Fifty-eighth Street.

Mr. Bloodgood was a member of the firm of Vernon C. Brown & Co., bankers and brokers, of 80 Broadway. He was the owner of the Mepal Kennels, at New Marlboro, Mass., where he specialized in cocker spaniels. He was one of the heavy winners yesterday at the Garden show. His entries will in all probability be forthcoming, as will those of his son-in-law, J. May Willets, owner of the Cassilis Kennels.

Mr. Bloodgood was for many years a director and a judge. In his younger days he was considered a sterling polo player. He has always been interested in high class sports and the Racquet and Tennis and the Union Club.